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Minidrivers f1 2020

Hello, mini-fans! Almost four months after it was supposed to start, the F1 season finally started in Austria. There are things we have to get used to: everyone wears masks, doesn't mix in the corsare, fans don't fill the stands, and they're painted in bright colors, the driver's rooms take over the former properties. While it will probably take some time until we see this as the new normal environment as soon as the cars were off the track, everyone has forgotten how and why we waited so long and just focused on enjoying the sport. Most things, however, haven't really changed. Q1 started with cars that probably won't make it through to Q2, Williams and Alfa Romeo. The drivers on the rooster, who were chosen as the last relegated car, soon followed, as did the rest of the midfield, and even the favourites Mercedes. Renault surprised spectators by taking the last out on the track when half the seat time

was gone, worrying fans and journalists alike due to not having the best weekend. Stroll managed to climb first place towards the end, but it was a short-lived happiness as Verstappen climbed back to the top. Albon risked being a little more than his teammate, just a set of soft, but that was enough for Red Bull to make the cut. Another surprise was Russell, who not only did not expect him and finish in front of his new teammate, the rookie Latifi, but also both Giovinazzi and Raikkonen. Q1 had contestants Magnussen (P16), Russell (P17), Giovinazzi (P18), Raikkonen (P19) and Latifi (P20). During last year's Q2 strategy, Mercedes and Red Bull were all trying to get over to Q3 with medium tyres to achieve a better strategy by Sunday. This time, no one rushed to get out, save fresh tires, and let the track heat up slightly. Mercedes surprisingly took the fixture out of the box, with soft tyres, like everyone else in round one, except for Max Verstappen, who opted for the same medium tyre as last year but still drove lap time similar to Leclerc and three tenths faster than Vettel, both soft, on the first try. He did better than Mercedes in qualifying, it was an almost impossible act, so it wasn't bad to try another strategy. In order not to take full risk, Verstappen was the last to get out of the box in round two to save himself if his lap time with the medium rubber wasn't enough to go over to Q3, but that wasn't necessary and he broke his lap. Ferrari, however, were not so lucky: they were both on the verge of relegation, in 9th and 10th place, and Vettel was eventually eliminated at the last minute, while his team-mate Leclerc was in 10th place at the bell. Racing Point kept the appearance of being a great midfield car, with both cars easily making the cut as well as McLaren. Ricciardo took advantage of the free space left in q2, the eliminated drivers were Vettel (P11), Gasly (P12), Kyat (P13), Ocon (P14) and Grosjean (P15). The third and final qualifier didn't take nearly as long to get started, and more than half the cars soon took to the track and were again driven by Mercedes. Just on his first attempt, Bottas was a small incident that didn't stop him from easily going back on the field, but it didn't anger Ricciardo, who could only get a P10, interrupting his lap as soon as he saw the yellow waved flag. Leclerc managed to save Ferrari from defamation ever to such a small extent, but the P7 didn't taste as good as it could if you were driving the best-known car on the grid and managed to score pole position a year ago. Pole was again snatched away by a Mercedes car, though not what everyone expected. Bottas overqualified his teammate, the six-time world champion, with a spectacular final sector. Verstappen joined them in their first post-qualifying interview, carrying another strategy for Sunday's race. We'll wait and see what the risks they take tomorrow. The seventh season of ABB Formula E is here, and MinEDrivers is ready to explain all the updates for the 2021 season with their unique point of view. Get ready to meet new drivers to discover the liveries of all teams, and of course, what Dark Mini will do this new season Read more time to fly to the MotoGP championship to another classic race MiniVintage. This time we go in 2009 to the Indianapolis GP, a race where being in first place does not mean that you will win the race, which Pedrosa and Rossi knew after the race. Jorge Lorenzo won the race ahead of De Angelis, and every new year continues with the new season of MiniVintage, classic races in Formula One and MotoGP with favorite characters. The first race that we are going to enjoy this New Year is the first victory of the world champion, the 2008 Italian Grand Prix, the first pole and the victory of Sebastian Vettel, starting with the adventure that finished On Ho ho ho! Happy holidays, everyone. As every year, the MiniDrivers bring the special season finale, and like every two years, Mini for Speed is back to take kart action with the drivers that we saw in the 2020 season. Enjoy the final highlights of the entire season with a chapter full of crashes, new leaders and more Who will tell you a few months ago that we'll enjoy the season as one that we lived in this year... New tracks, new drivers... And the last race, as we're used to in Abu Dhabi. Max Verstappen started pole in the last race of the season and finish before Read More Salam, MiniFans! Unfortunately, the last race of the season is finally upon us. After many new things, such as double headers on the same track or drivers missing races due to positive tests, we ended up in the same place we've done for years. Abu Dhabi welcomes the circus once again to the championship winners decided, but further Salam, MiniFans! The last race weekend of the year is finally upon us, and we're back to normal. Hamilton has now recovered from Covid and his car again, while Russell has been welcomed back to Williams with open arms. Unfortunately you won't be able to say goodbye to Grosjean as he deserves as he will miss the Read More The race to remember the Sakhir GP in Bahrain with a lot of drivers. Lewis Hamilton couldn't compete because he was covid positiive and George Russell replaced him at Mercedes, while Jake Aitken led williams that weekend too Pietro Fittipaldi led the Haas in place of Romain Grosjean, who will not be racing in the last two races of the Read more Marhabaan, MiniFans! This weekend we saw a few different bits and bobs as usual: No Hamilton on the grid, Russell called to fit a space a little small for him, two new drivers on the grid and the track more like an oval than what we used to do in Formula One, in a lap time On Marhabaan, MiniFans! This isn't the first time we've seen two consecutive race weekends on the same track this year, but we're seeing change. The layout has been transformed to just the outer track, giving us a very short circuit in a lap time of one minute. But that's not the only new thing: We learn what the weekend More Surprise at the end of the day! The Haas F1 Team wanted to be the first team to show off their colours for the 2020 season and revealed what the VF-20 would look like this season. After having legal problems with Rich Energy (and gave Netflix many special moments), Haas will return to classic black, red and silver/white colors for the 2020 season. The car, which is ferrari 2019, will try to fight in the top 10 throughout the season, let's see if this time you don't go back, as it usually does all seasons. Romain Grosjean and Kevin Magnussen remain in the squad for Guenther Steiner and will give us unique moments this season. With only 2 weeks left in the F1 preseason test, we'll start looking at the colors of the 2020 grid next week. Which team would you like to see first? Hello, mini-fans! We can finally say that the 2020 season has begun! Almost four months of uncertainty have ended with a tightly packed calendar that will see the competition almost every weekend, including the novelty of double headers on the same track. This is the first time the season has begun on European soil since 1966, when honour fell to Monaco. Even before the race began, we were given another incentive to look at: closing the first row the Mercedes would be broken. The complaint, filed by Red Bull with videos from social media, passed and achieved what he was looking for, a grid penalty for Hamilton that would allow Verstappen to climb to second place and place Norris in a place mclaren hasn't enjoyed in years, third place on the grid. It happened in an unorthodox way, with teams prepping for the final grid location for drivers without official confirmation that led to speculation. The start was what we expect from the Red Bull Ring: cars on the outside of the track, close calls between the midfield, which grew, and the ever-present Mercedes raced into the distance, just a few corners. Ferrari saw their cars in an unusual position and environment, they couldn't close the distance from race points, all the red cars saw a pink blur in front of them, even when Stroll claimed to have performance problems with his engine. Norris soon fell from P3 to P5 and looked cool when he wasn't in a similar situation for the first time, this time knowing where he was fighting. The first major shock came on the eleventh lap when Verstappen's car broke down, attended the anti-stall and needed to retire, as Red Bull can't point out and solve the problem. The podium, previously occupied by the Dutch driver, was suddenly trending. Shortly after Verstappen's retirement, several cars had problems, such as Stroll, whose car had no power from his engine, and Ricciardo, whose car gave up on him. The first pit stops were started by a controversial safety car as Magnussen's car was far from the track. With the exception of Pérez, hard tyres were placed on all cars, who would have had to fight the mediums for more than 40 laps if he did not want to change them again. During the restart, Vettel tried to oversteer Sainz and spins in the process, damaging his Ferrari. The race calmed down after the first lap without the safety of the car, the fun coming from the would-be fight between the two Mercedes, advised not to go to the sidewalks due to gearbox sensor problems, eventually told to stay out of them completely. His fifth retirement came thanks to Russell, with Williams giving out onto a wrong place and forcing his new safety car. Some drivers entered the pits, Albon becoming soft and the rest using mediums. The sixth was Grosjean and the seventh, which was yet another safety car loss on the first right tire was Raikkonen. The small disagreement between Albon and Pérez was quickly corrected and the race soon started. Albon tried unsuccessfully to catch up with Hamilton, who himself ended up in the gravel, and Sainz overtook two cars and took the fastest lap in the pursuit of Leclerc and later his own teammate. The five-second penalty Hamilton received gave the final handful of laps one more boost to the excitement as both cars and Pérez Pérez Fight for the final step of the podium, but the Mexican driver received another five second penalties. In the final laps, we received two more retreats: Albon due to engine problems, and Kyvat was the left rear tire because of his explosion. The first race has not disappointed since December 1. The start of the race didn't look promising, Bottas ran away quickly and Verstappen, who many had hoped for in an entertaining race, retired early. However, with three safety cars and nine pensioners with various problems later, the end wasn't something anyone had figured out. Norris scored the final step of beating the fastest lap of the race, Bottas won, Leclerc grabbing second place after a terrible weekend of dancing horses. Looking back, the grid penalty for the reigning champion almost feels foresight. McLaren came back strong, Mercedes engines problematic in all races long and Ferrari managed to save face from Leclerc. We hope that next week, when we return to the second race on Austrian soil, we will still be able to enjoy this competition. Soil.

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